

elucidate the contemporaneous character of the series of raised beaches, and to relate these levels to isostatic recovery during the post-glacial epoch. The study of oceanography is mainly concerned with the Labrador Current. This current is mainly responsible for the difference in climate and vegetation between Labrador and similar latitudes in the British Isles.

With a total population in 1935 of only 4716 persons, over 1000 were Eskimo, 270 Montagnais and Naskaupi Indian and the remainder pure or mixed white. While the Naskaupi are thought to have decreased within the last half century, the Montagnais have, if anything, slightly increased. In 1770 the Moravian Mission established the first reservation, and encouraged the Eskimo to base their activities on a permanent home, thus saving the Eskimo from extinction. Only complete freedom from outside contact could have preserved the original culture, but much has been accomplished. These, the most southerly Eskimo of the world, have adapted themselves, and by intermarriage with the "Liveyere" settlers are no longer in danger of extinction. The pattern of economic life, involving transhumance, and in the case of the trappers at the head of Hamilton Inlet, a journey of 300 miles to trapping grounds and months of isolation from their families each winter, is complex. The rapid evolution and interrelation of three distinct cultures provides interesting study for the anthropologist.

Professor Tanner ends with a confident prediction for the future of Labrador. To-day, economic development may not long be delayed. Surveying for the construction of a railway from the Gulf of St Lawrence to the interior has been commenced. A large airport, at Goose Bay, has been in operation since 1941. The people of Newfoundland and of Labrador are about to decide on the future political structure of their country. Geographical conditions inevitably set limits for future as for past opportunities, but with modern techniques, and given mobility of labour and capital investment, it should be possible to prevent a recurrence of the semi-permanent poverty and starvation which existed before the war.

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## RESTORATION OF THE *GJØA* AT SAN FRANCISCO

[Information supplied on 5 October 1947 by Mrs Nora A. Blichfeldt of San Francisco.]

The *Gjøa*, the ship in which Roald Amundsen made the first voyage through the North-West Passage in 1903-07, has been lying in Golden Gate Park, San Francisco, since 1907, when Amundsen presented it to the city. Before the Second World War those parts of the vessel which had deteriorated were removed and the framework of the ship was rebuilt. Early in 1947 the *Gjøa* Foundation, whose President is the Norwegian Consul General in San Francisco, Herr Jorgen Galbe, appealed for funds to complete the work of restoration. These funds were raised with the help of contributions from the Norwegian Government and the City and County of San Francisco. The *Gjøa* Foundation is now in a position to restore the ship.